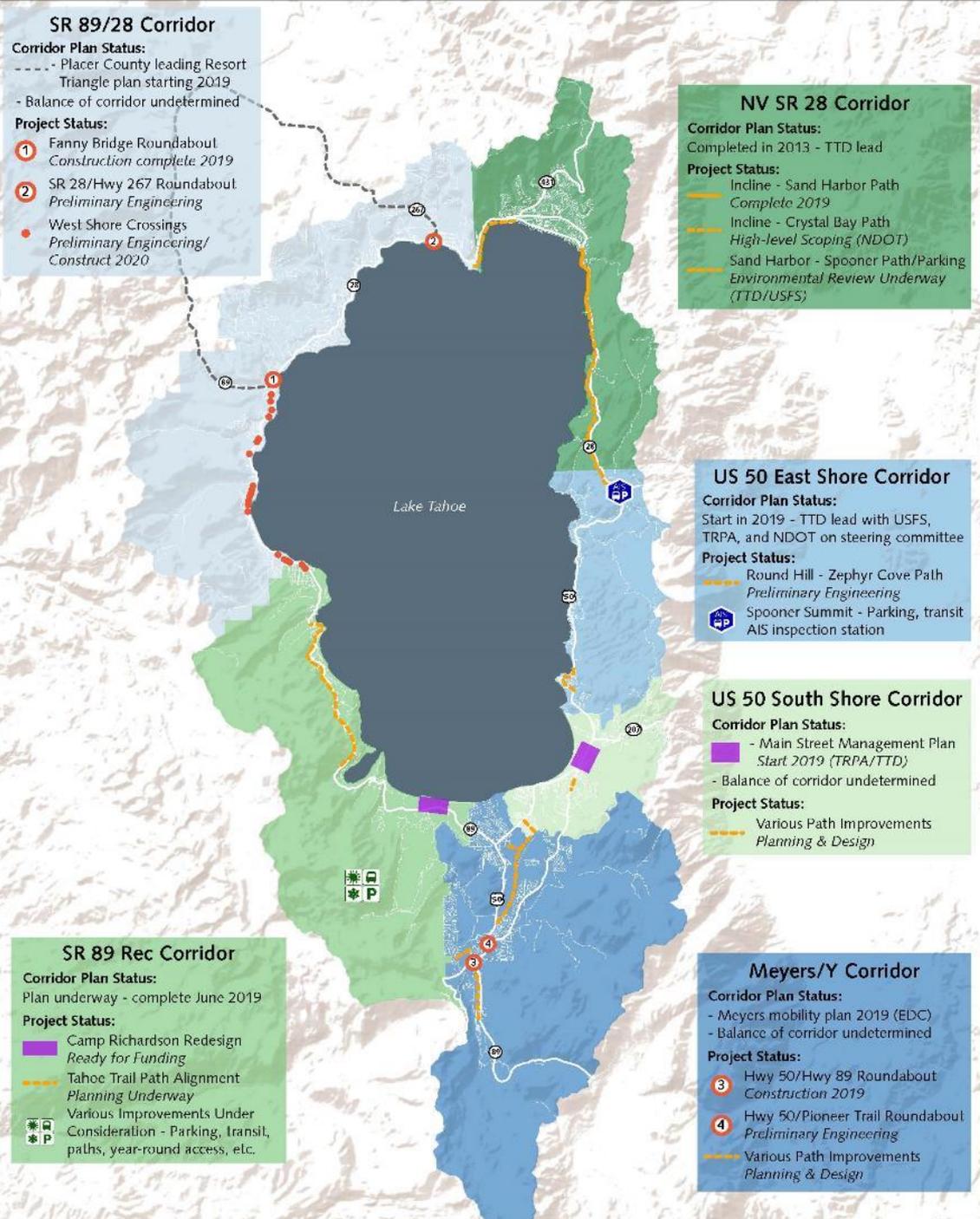


SR 89 Recreation Corridor Management Plan



Corridor Planning Framework



- **2013: SR 28 Corridor Plan**
 ✓ Provided a Great Model
- **2017: Corridor Connection Plan**
 ✓ Provided launching pad to accelerate planning
- **2018: Bi-State Consultation**
 ✓ Corridor Planning MOU
- **2019: SR 89 Corridor Plan**
 ✓ Enhanced connection between transportation and sustainable recreation

Involvement Framework

Policy Development

- Bi-State Corridor Planning Group
- TIE Steering Committee

Plan Development

- Project Steering Committee
- Project Development Team
- Sustainable Recreation Working Group

Outreach and Stakeholder Input

- Focus Groups
- Surveys
- Stakeholder Workshops
- Public Outreach
- Engagement with private sector and HOAs



Sustainable Recreation Framework

- Resource Management
- Visitor Experience and Visitation Levels
- Tahoe Trail
- Recreation Access: Transit & Parking Management
- Safety & Year-Round Access
- Highway Operations & Technology



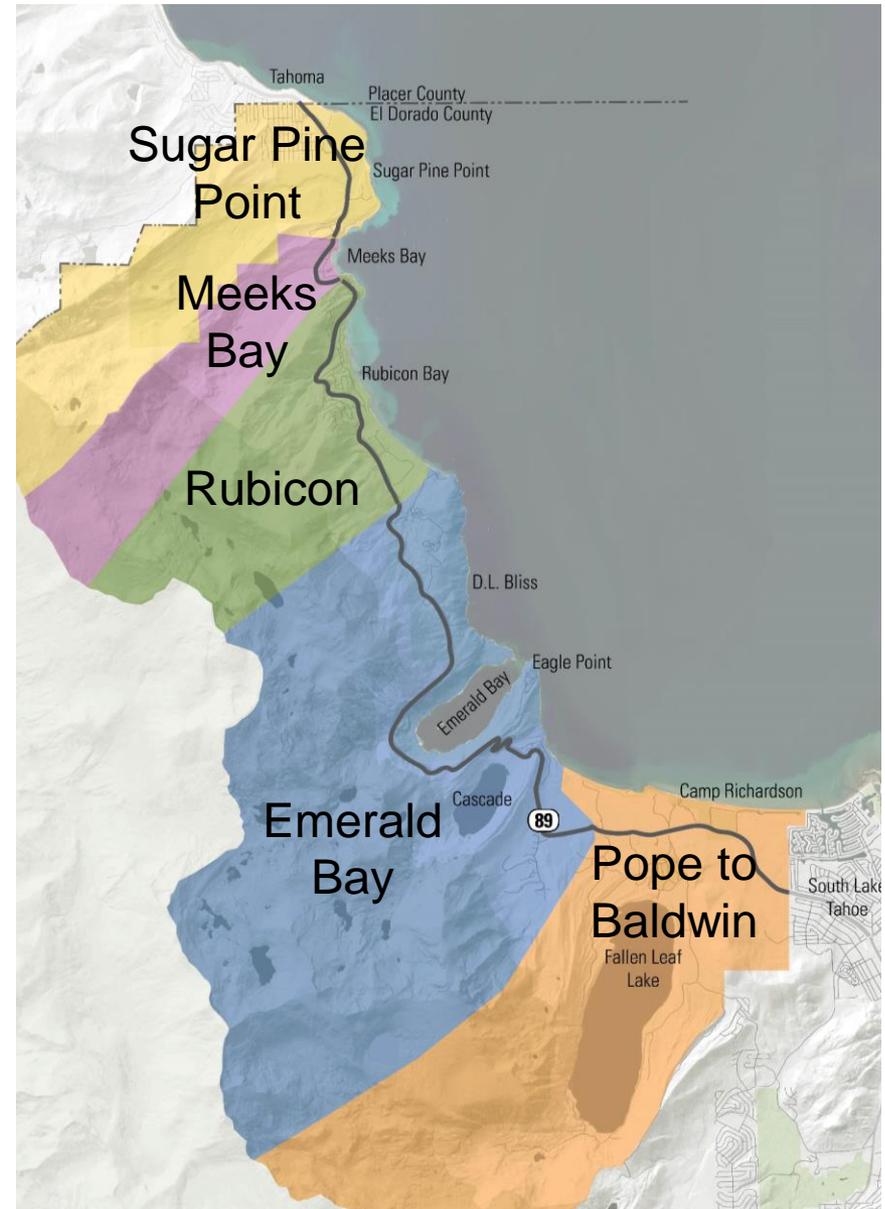
Progress Update

- Six Stakeholder group meetings
- Five project team member meetings
- Final Signed Charter
- Final Existing Conditions Report
- Tahoe Trail alignment site visits and secured funding
- Considered desired visitation levels & visitor experience
- Mode share alternative analysis



Data by Corridor Sub - Area

- Parking
- Traffic
- Active Transportation
- Recreation Activities
- Experience
- Who are our Users
- Length of Stay
- Reason for Visit



Visitor Profile

Visitor Type¹

Visitor Type	Pope to Baldwin	Emerald Bay to DL Bliss	Rubicon Bay	Meeks Bay	Sugar Pine	Overall Corridor Comparison
Resident	17%	20%	-	34%	-	19%
Visitor	83%	80%	-	66%	-	81%
Overnight	86%	93%	-	86%	-	89%
Day	14%	7%	-	14%	-	11%

Mode of Travel²

Visitor Type	Pope to Baldwin	Emerald Bay to DL Bliss	Rubicon Bay	Meeks Bay	Sugar Pine	Overall Corridor Comparison
Car	82% car	89% car	-	86% car	-	86% car
Bike	9% bike	2% bike	-	2% bike	-	5% bike
Walk	4% walk	5% walk	-	8% walk	-	5% walk
Other	3% ferry/boat	2% transit	-	4% other	-	2% ferry/boat

¹2014&2018 Travel Mode Surveys

²Per 2018 Windshield Postcard Surveys

Visitor Profile

Activities¹

Activity	Pope to Baldwin	Emerald Bay to DL Bliss	Rubicon Bay	Meeks Bay	Sugar Pine	Overall Corridor Comparison
Visit a Beach	45%	16% (max 50%)	-	44%	-	12%
Day Hiking	18%	58% (18-58%)	-	39%	-	60%
Attend an Event	18%	-	-	-	-	1%
Bike Ride	9%	-	-	-	-	0%
Quick Stop to See the View	0%	7% (Max 18%)	-	-	-	5%
Overnight Backpack Trip	0%	8% (Max 47%)	-	17%	-	9%
Drive Around the Lake	0%	1% (Max 4%)	-	-	-	4%

¹Per 2018 Windshield Postcard Surveys

Visitor Profile

Travel Patterns^{1, 2}

Travel Pattern	Pope to Baldwin	Emerald Bay to DL Bliss	Meeks Bay
Northbound Delay	23 minutes	29 minutes	-
Southbound Delay	14 minutes	41 minutes	-
South to South	75%	61%	26%
North to North	25%	32%	68%
Travel Through	0%	7%	5%
Parking Fills	11 am @Pope 12:15 pm@ Baldwin	9:36 am @ Vikingsholm 10:30 am @ DL Bliss	9:00 am @ Trailhead Noon @ Marina
Shoulder Parking	405 cars	500 cars by noon	84 cars

¹2014&2018 Travel Mode Surveys

²Per 2018 Windshield Postcard Surveys

Key Issues

Demand has exceeded infrastructure which impacts transportation and visitor experience

- Impacts to visitor experience can be an economic impact
- Safety Concerns
- Increased Environmental Disturbance and Run-off
- Congestion and Traffic



Pope to Baldwin Segment | Key Issues

- Traffic congestion
- Shoulder parking: roadway becomes a defacto parking lot
- Lack of trail connectivity to beach sites
- Events impact traffic flow and have parking demands



Emerald Bay Segment | Key Issues

- High visitation and limited facilities, funding, and staff resources
- Traffic congestion
- Narrow roadway design with steep shoulders
- High demand for winter access



Rubicon Bay Segment | Key Issues

- Lack of shared use path to connect to recreation areas
- Zoned residential
- Privately owned with some interspersed public lands

Meeks Bay Segment | Key Issues

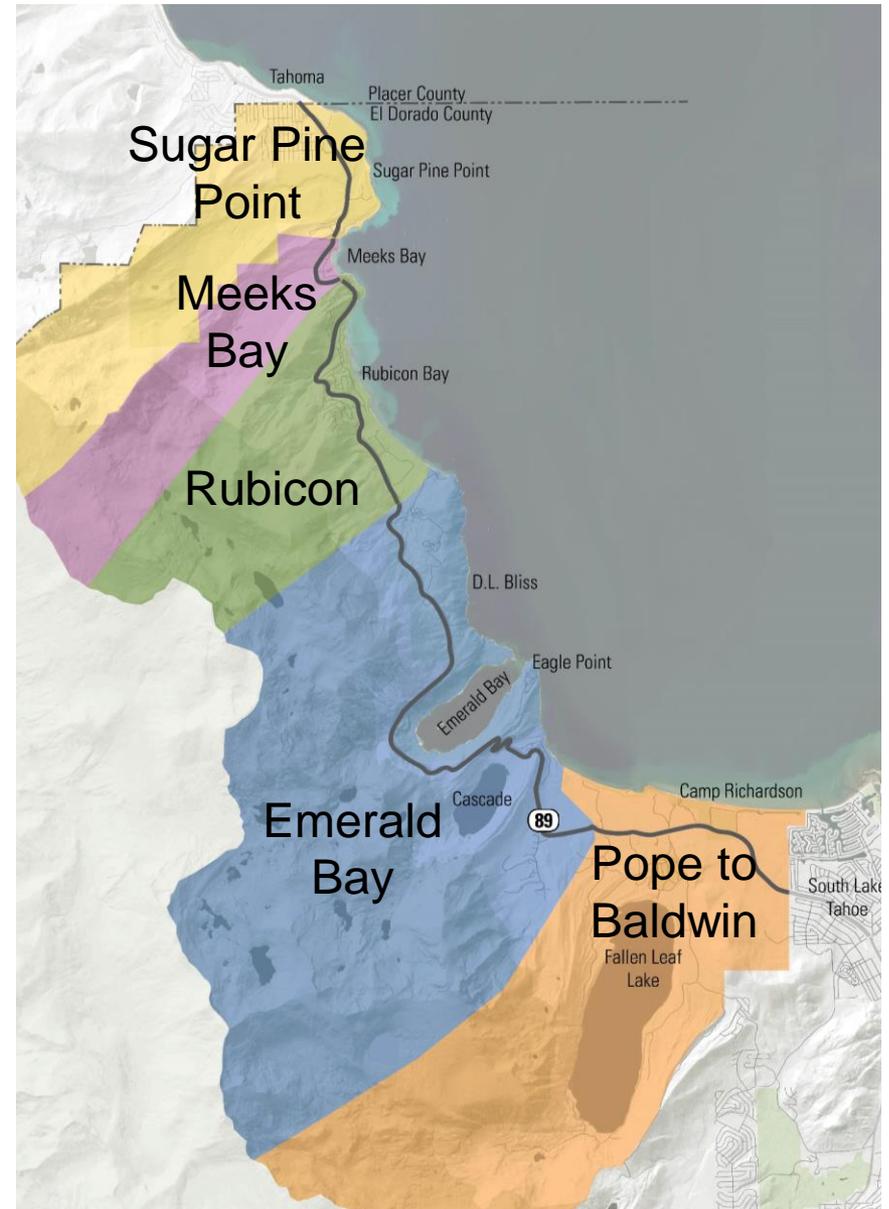
- Lack of pedestrian crossing facilities with limited sight distance for crossing locations
- Vehicles travel at high speeds
- Unmanaged roadside parking and trailhead parking
- Need for winter trail access

Sugar Pine Point Segment | Key Issues

- Roadside parking in Tahoma creates congestion north of the corridor
- Roadside parking at the State Park

Strategies

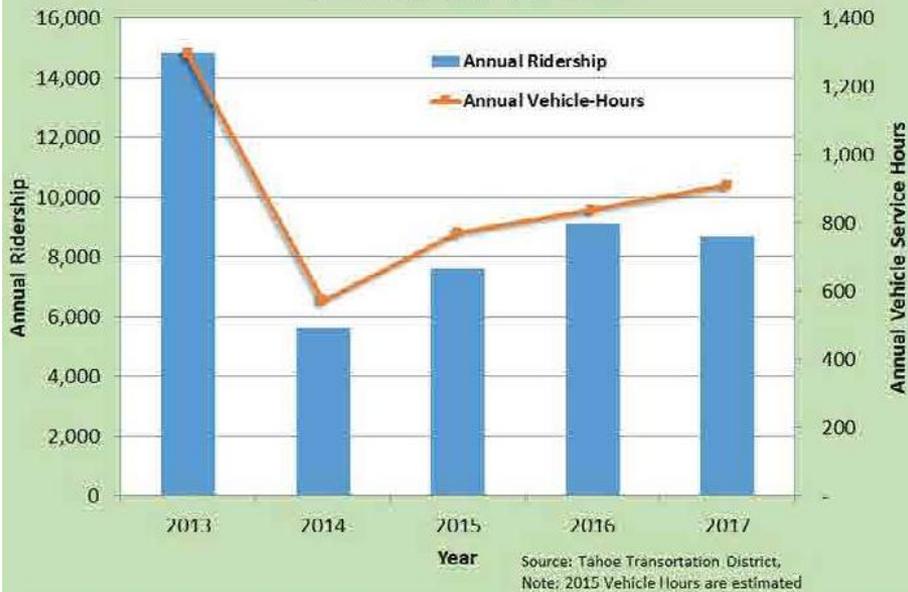
- Visitor Use Management
- Parking Management
- Transit
- Path Improvements
- Enforcement and Safety Services
- Technology
- Year-Round Access



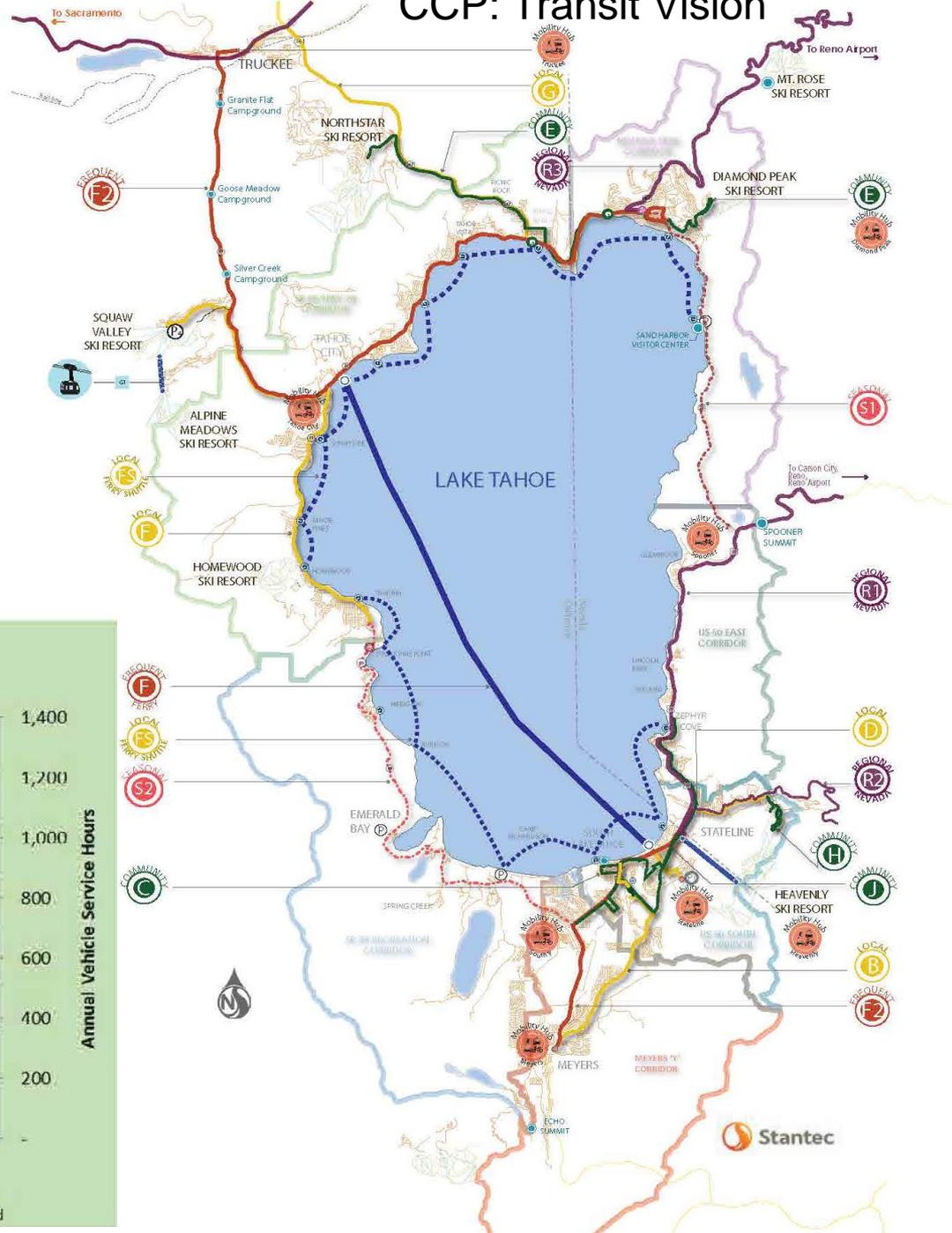
Transit

- Generally, ridership increased with the number of service hours provided
- Transit Vision
 - Corridor Connection Plan
 - Short-Range Transit Plan

TTD Trolley Annual Ridership and Vehicle Service Hours



CCP: Transit Vision



Pope to Baldwin | Strategies



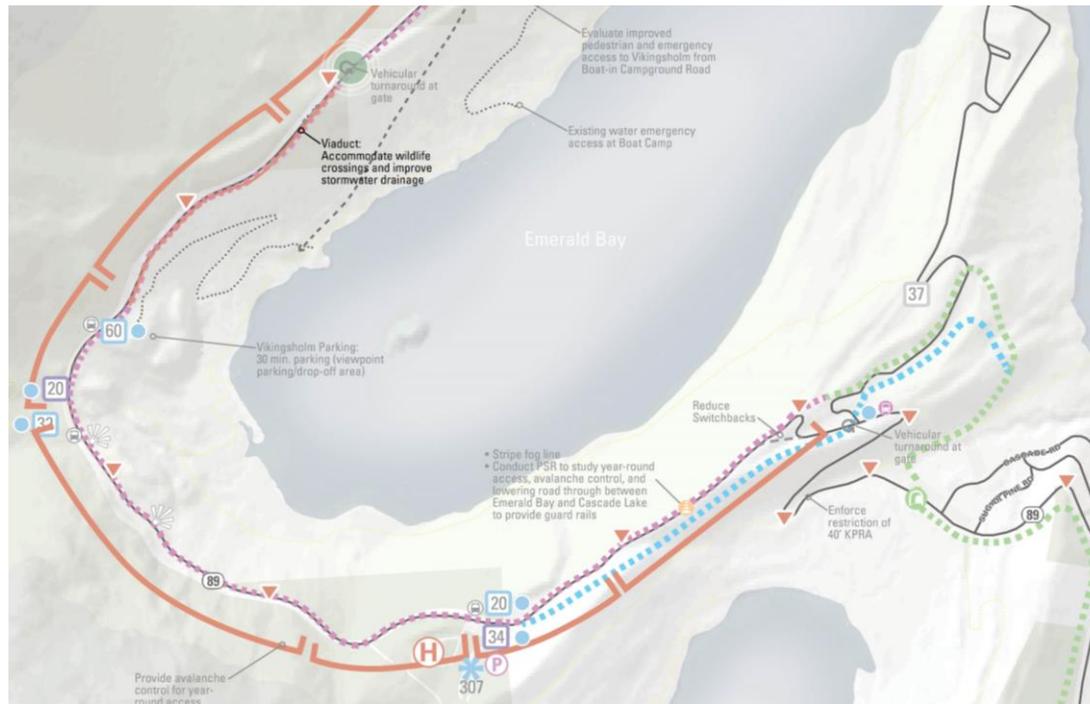
- Elimination of roadside parking
- Shifting of land uses
- Park and Ride lots
- Expanded pedestrian and bike facilities
- Transit only lane(s)
- Establish “recreation speed limit” (example of Tahoe Meadows on Mt. Rose)

Pope to Baldwin Segment | Jameson Beach Road Intersection

- Study: Holding pedestrians for longer wait intervals
 - ↓ 30 second hold: traffic flow capacity decreased by 5%
 - ↑ 60 second hold: traffic flow capacity **INCREASED** by 8%
- Study: Pedestrian/customer destinations
 - Relocate Bike Rental to lakeside: reduce 25% of associated ped crossings
 - Relocate Coffee Shop to lakeside: reduce 45% of associated ped crossings
 - Relocating the Ice Cream Shop and mountainside shoulder parking to lakeside: reduce 90% of associated ped crossings



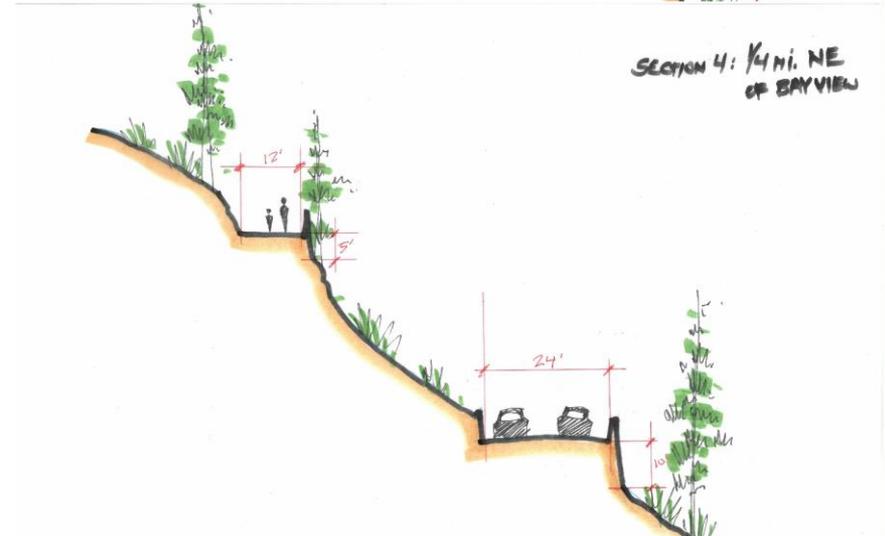
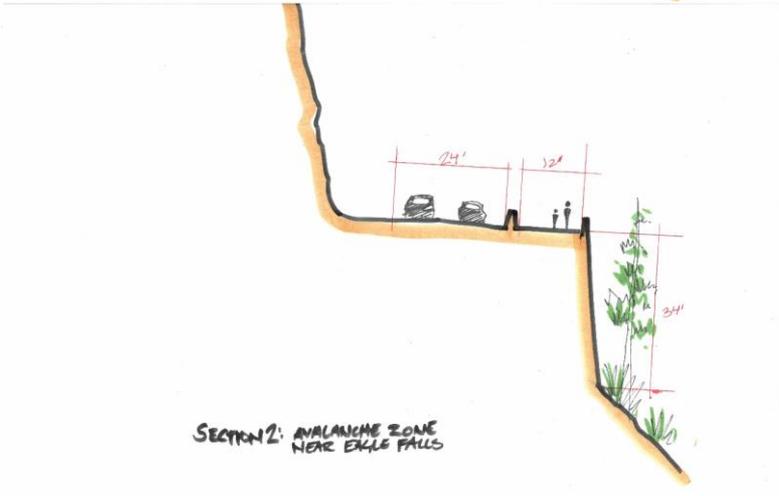
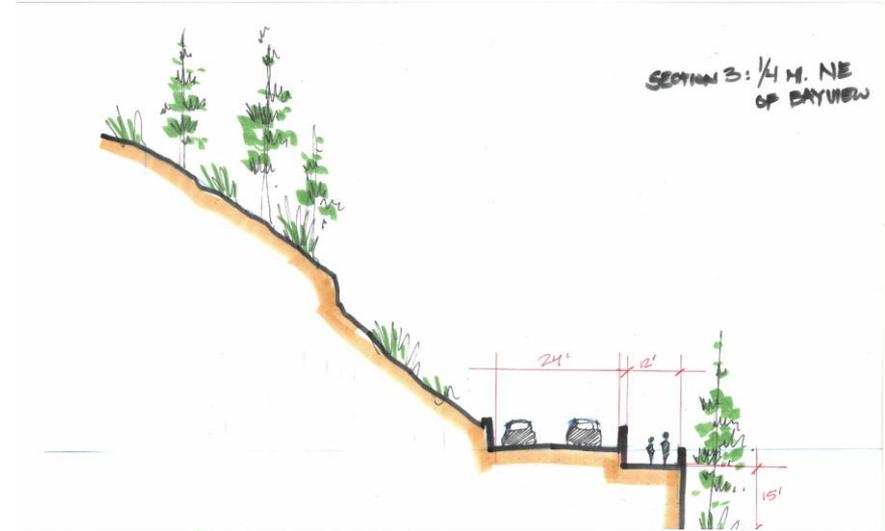
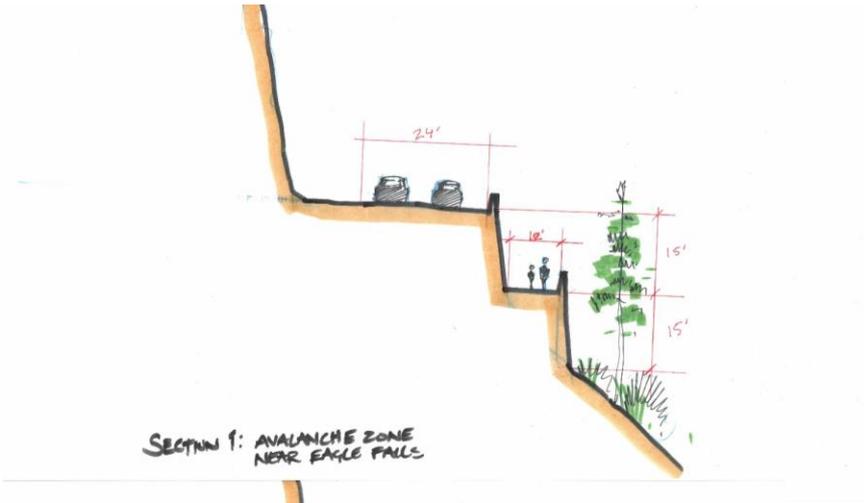
Emerald Bay Segment | Strategies



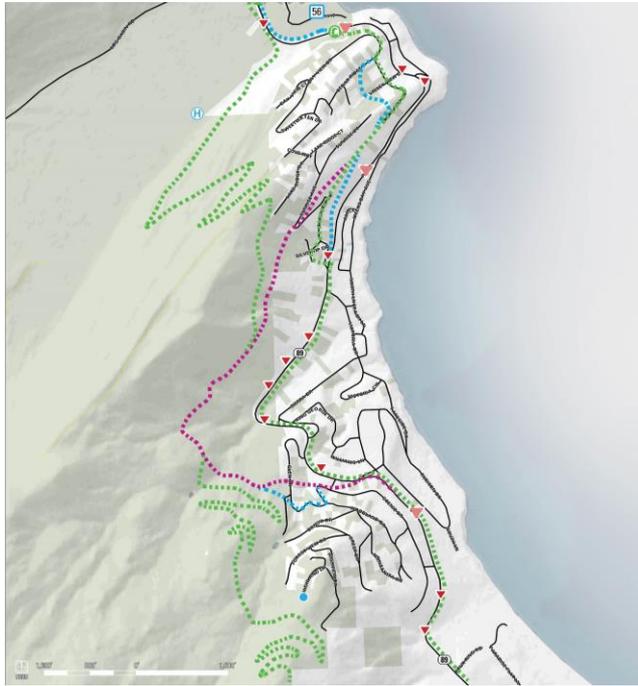
- Elimination of roadside parking
- Paid parking
- New or expanded infrastructure
- Reservation or transit only access
- Congestion and dynamic pricing
- Tahoe Trail alignment
- Roadway improvements
- Expanded winter access

Emerald Bay Segment | Strategies

DRAFT: FOR DISCUSSION ONLY, WILL VARY THROUGH DETAILED DESIGN



Rubicon Bay Segment | Strategies



- Tahoe Trail Alignment
- Opportunities for new recreation access
- Winter recreation access

Meeks Bay Segment | Strategies



- Pedestrian and bike facilities
- Establish “recreation speed limit” (example of Tahoe Meadows on Mt. Rose)
- Integrate with Meeks Bay Restoration
- Washoe Tribe heritage, access, and business

New Strategies for Consideration

- Parking
 - Reservation Systems
 - Congestion and peak pricing
 - Elimination of roadside parking
 - Development of Park and Ride locations
- Access
 - Winter and shoulder season
 - Equity and Inclusion
 - Washoe Tribal access
 - New and expanded public access
- Tahoe Trail
- Infrastructure
 - Roadway improvements
 - Avalanche control
 - Transit only lanes
 - Expanded bike and pedestrian facilities
- Visitor Management
 - Proactive visitor management
 - Stewardship messaging

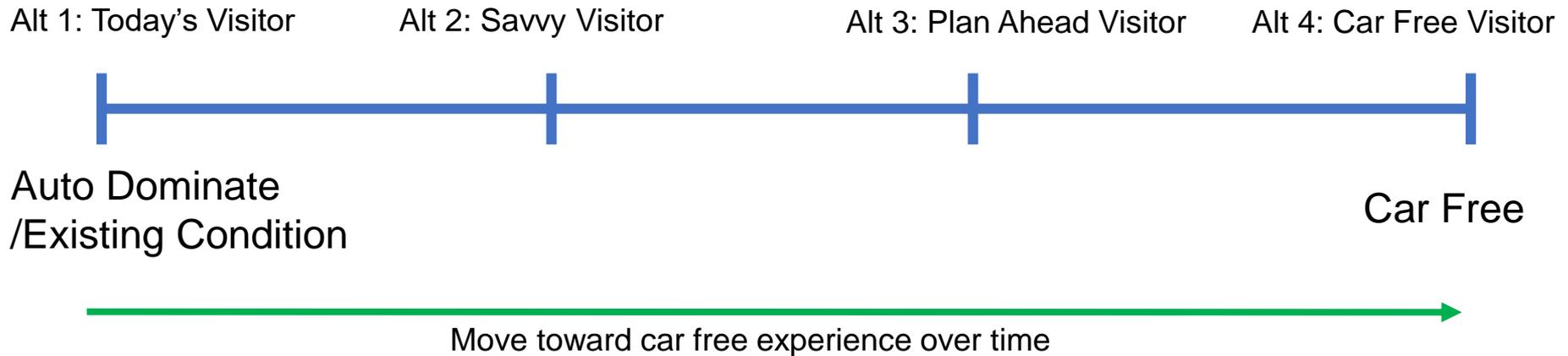
Tahoe Trail | Potential Alignments



Travel Options Analysis

Analysis of potential travel options

- Volume of people to shift by mode
- Identify strategies and cost to achieve selected goal



Scenarios:

- 2018 Visitation Volumes
- Reduced Visitation (~2015 Visitation Volumes)

Travel Options Analysis

EXPRESS ROUTE

"PARK ONCE" APPROACH

Stateline TC → Tahoe City TC

Stops

- 1 Stateline Transit Center
- 2 Ski Run Blvd
- 3 Commons Beach
- 4 The "Y"
- 5 Camp Richardson/Pope Beach
- 6 Baldwin Beach
- 7 Eagle Point
- 8 Inspiration Point
- 9 Eagle Falls/Vikingsholm
- 10 Boat-in Campground (potential)
- 11 Lester Beach Rd
- 12 Meeks Bay
- 13 Sugar Pine Point State Park
- 14 Tahoma
- 15 Homewood
- 16 Sunnyside
- 17 Tahoe City Transit Center

REC AREA ROUTE

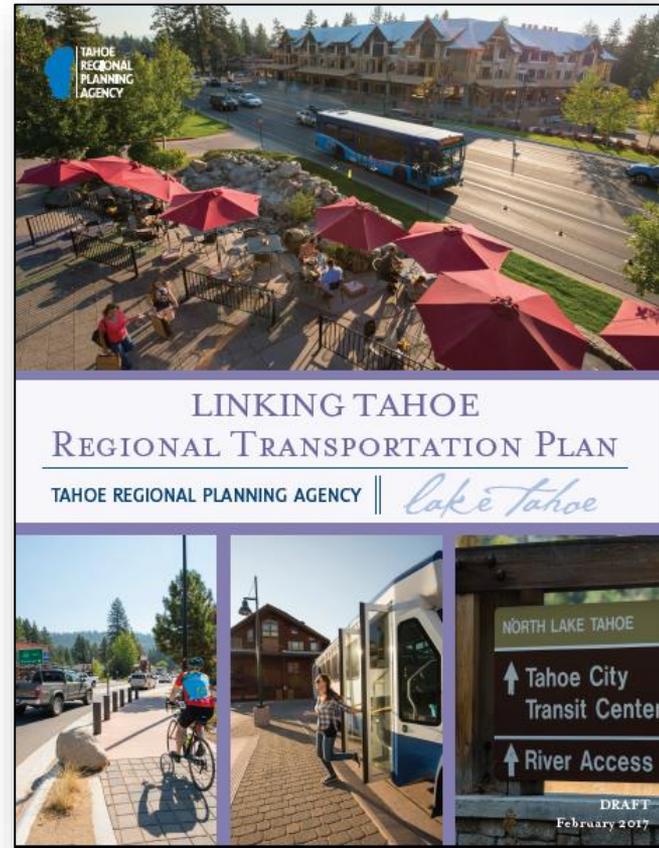
INTERCEPT LOTS CONSIDERED

West Way Area → DL Bliss

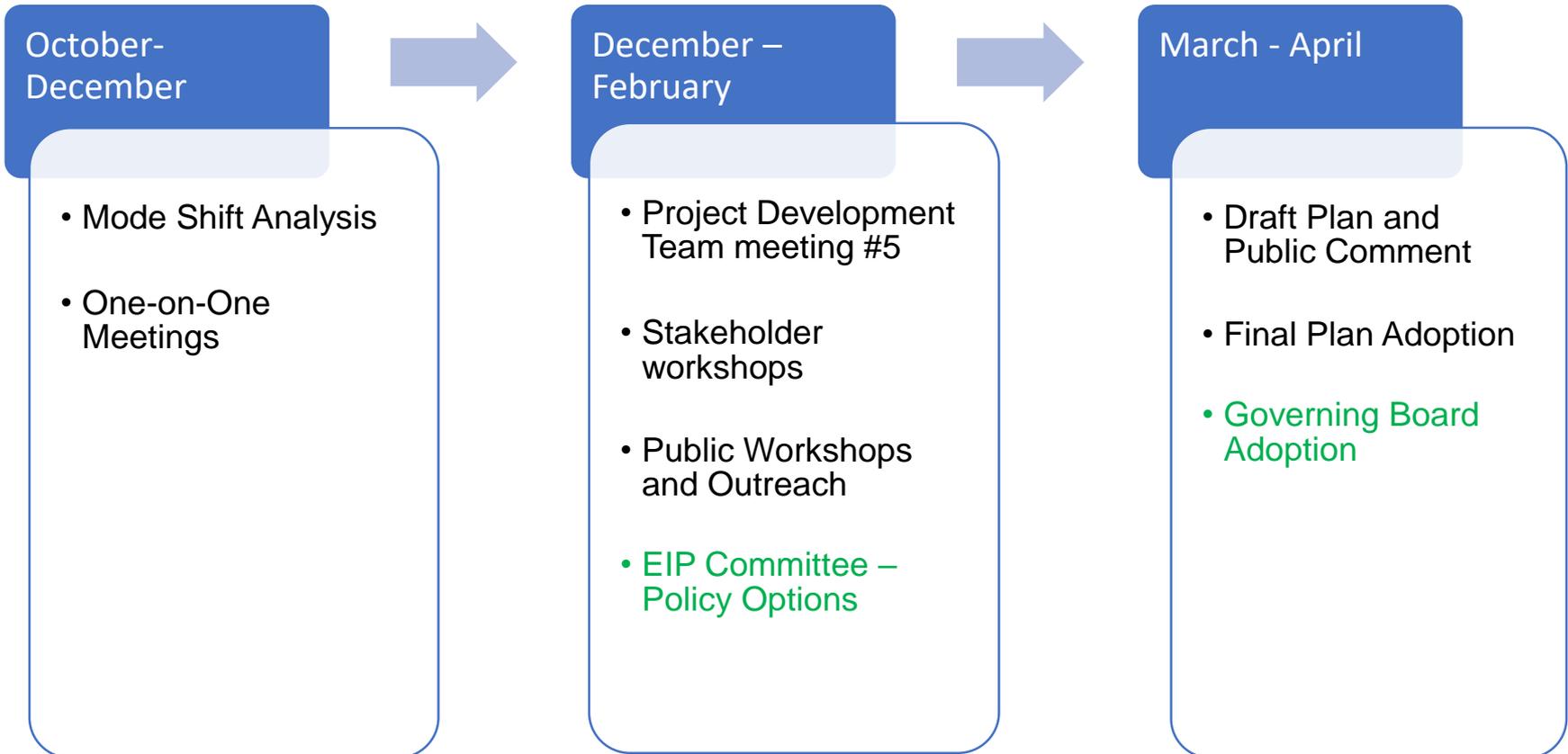
- DL Bliss
- North Gate Area (Under Consideration)
- Vikingsholm/Eagle Falls
- Inspiration Point
- Pope Beach/Camp Richardson
- West Way or SnoPark Intercept (Under Consideration)

Integration and Implementation

1. Regional Transportation Plan and Funding
2. Programs
3. Projects
4. Partner Integration



Next Steps



Questions and Discussion

